#9 BYLAW NO. 7602

QUEEN MARY PARK

AREA REDEVELOPMENT PLAN

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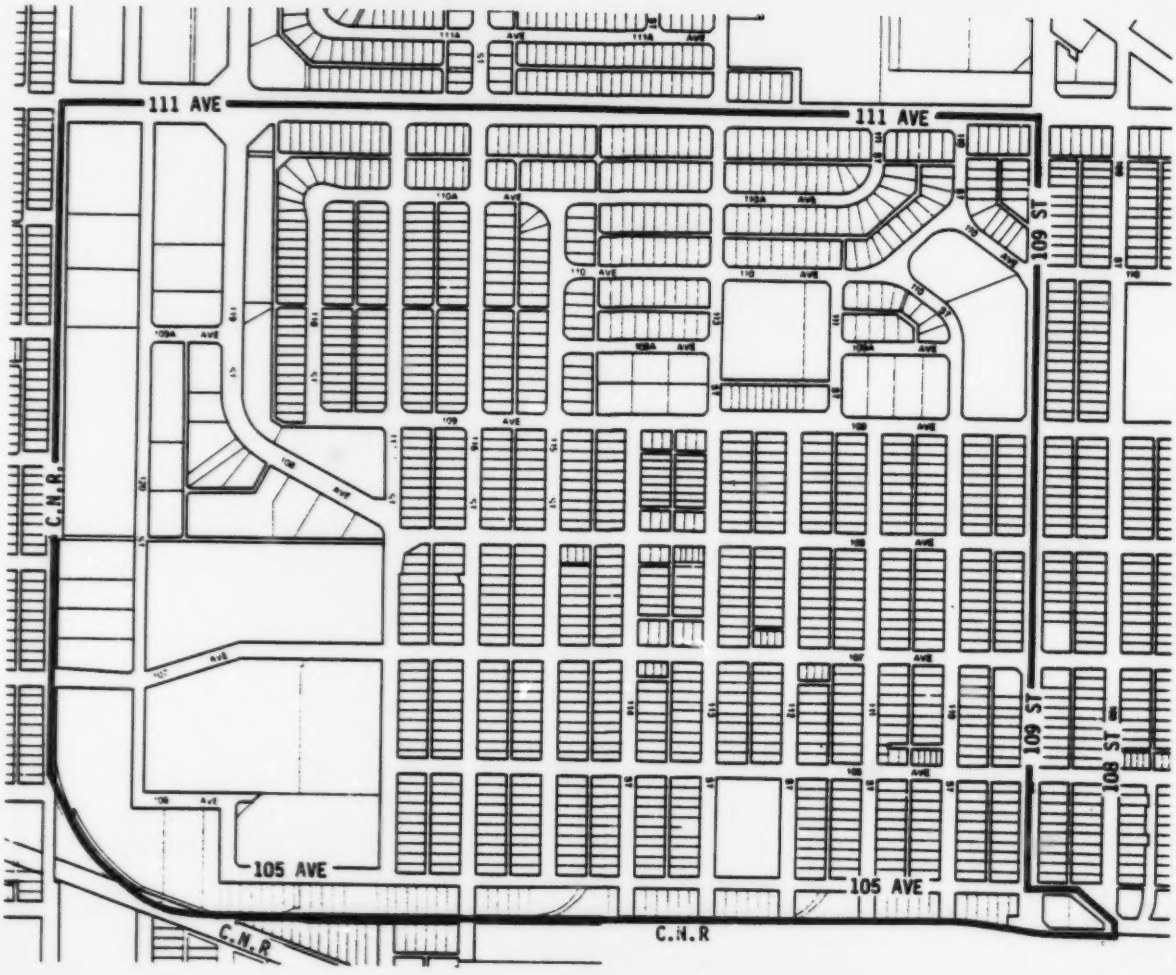
AREA REDEVELOPMENT PLAN



SCHEDULE A TO
BYLAW NO. 7602

REDEVELOPMENT PLAN AREA

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QUEEN MARY PARK AREA REDEVELOPMENT PLAN

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PLAN POLICIES

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SECTION 1 - INTRODUCTION

1.1 Boundaries

The boundaries of the Queen Mary Park Area Redevelopment Plan (ARP), as shown on Map 1, are described in a clockwise manner, as the following: starting at 111 Avenue and the Canadian National Railway right-of-way, east along 111 Avenue, south along 109 Street, east along 105 Avenue, south along 108 Street, west along the northern edge of the Canadian National Railway property and north along the Canadian National Railway line to 111 Avenue. Where the boundary line follows streets and rights-of-way it shall be deemed to follow the centre line thereof.

The Study Area is bounded on the east by the Central McDougall Area Redevelopment Plan (ARP), on the south by the proposed CN Area Redevelopment Plan (ARP) and on the west by the proposed West-Ingle Area Redevelopment Plan (ARP).

1.2 Authority for the Plan

On 1982 10 12, City Council, in accordance with recommendations of the Planning Department's Neighbourhood Assessment Report, authorized the preparation of an Area Redevelopment Plan for Queen Mary Park.

1.3 Plan Format

The Plan is comprised of four sections. Section one provides a brief introduction to the Plan. Section two describes the neighbourhood context and issues. It also identifies primary neighbourhood objectives and an overall neighbourhood development concept which outline the expected future outcome of the policies. Section three contains policies which provide direct guidance for development activity in the area. Plan policies deal with the topics of residential, commercial, industrial and mixed land uses; transportation and pedestrian circulation; recreation, open space and community facilities and utility services. The final section of the Plan is comprised of land use regulations and redevelopment guidelines.

The Plan is, in addition, accompanied by Bylaw No. 7601, which amends the City's Land Use Bylaw, an Implementation Document and a Background Study. Amendments are required to the City's Land Use Bylaw No. 5996 in order to facilitate this Plan. The Implementation Document outlines specific actions required to implement the policies of the Plan, the responsible department or group, and some indication of timing, budgeting and the approval process required. There is a cross-referencing system between the Plan and Implementation Document. The Background Study presents information on the neighbourhood, policy development, issues and opportunities, and public participation.

1.4 Interpreting the Plan

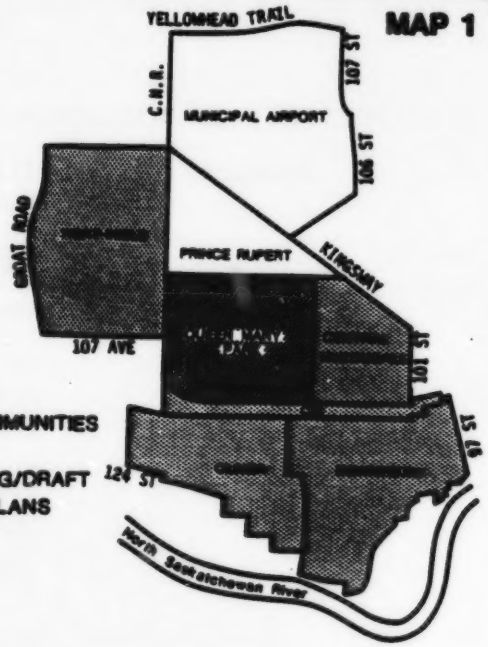
Statements following the title "Policy" shall be deemed the policy of Council with all matters relating to the Queen Mary Park Plan Area.

QUEEN MARY PARK

AREA REDEVELOPMENT PLAN

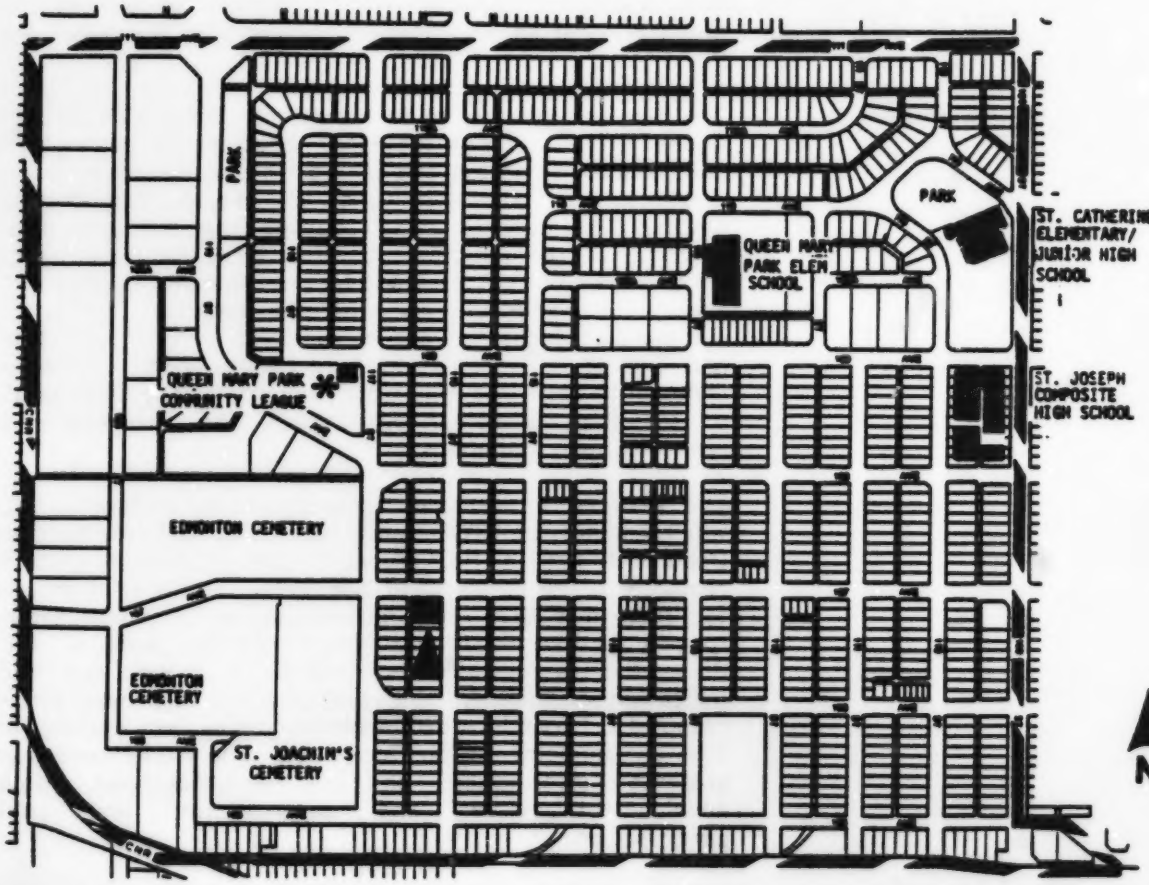
BOUNDARY OF QUEEN MARY PARK

MAP 1



LOCATION WITHIN SURROUNDING COMMUNITIES

COMMUNITIES WITH EXISTING/DRAFT AREA REDEVELOPMENT PLANS



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Statements following the title "Discussion" are interpretations of the previously mentioned policies and are to assist Council or any of its delegated approving authorities or officers in rendering a decision on matters arising from the implementation or enforcement of the policies.

1.5 Conformity with Superior Legislation

The Queen Mary Park Area Redevelopment Plan must meet the requirements of the Planning Act by conforming with superior legislation, including applicable Regional Plans, The General Municipal Plan and the City's Land Use Bylaw.

Conformity to the Edmonton Regional Plan is required prior to final approval of the Area Redevelopment Plan. No amendments to the Regional Plan are required.

This Plan conforms with the applicable General Municipal Plan policies, which include:

1. promotion of variety in housing types and tenures (in accordance with General Municipal Plan Policy 5.B.2 and Policy 13.A.6);

2. actions to improve the quality of the residential environment including traffic and parking management and park development (in accordance with General Municipal Plan Objective 8.D, Policy 8.D.1 and Policy 10.A.2);

3. improvement of 107 Avenue and 109 Street commercial strips (in accordance with General Municipal Plan Objective 6.G and Policy 6.G.3);

4. upgrading of industrial areas (in accordance with General Municipal Plan Objective 7.B);

5. minimizing the impact of transportation on inner city communities (in accordance with General Municipal Plan Objective 8.D, Policies 8.D.2 and 8.D.3); and

6. accommodating cross-town vehicular travel demands on arterial routes which do not penetrate the Downtown (in accordance with General Municipal Plan Objective 8.E).

Amendments to the City's Land Use Bylaw is required prior to final approval of this Plan. Amending Bylaw No. 7601 amends the Land Use Bylaw to ensure that the policies of the Plan conform with districting in place within the Plan Area.

SECTION 2 - NEIGHBOURHOOD DEVELOPMENT

2.1 Neighbourhood Context and Issues

Queen Mary Park is an older inner city neighbourhood, developed largely after World War II. Proximity to the Downtown and to major transportation facilities, including CN and CP railways, the Municipal Airport and several arterial roadways has contributed to a mixed-use (residential, commercial, industrial) development pattern.

Historically, the neighbourhood was part of the larger Hudson's Bay Reserve which was auctioned by the Hudson's Bay Company in 1912. By 1930, much of Queen Mary Park, south of 108 Avenue was developed for industrial and residential purposes. Queen Mary Park was the periphery of a growing city. The area north of 108 Avenue, between 108 and 113 Avenue, was developed as the Prince Rupert Golf Course. This golf course was in operation between 1930 and 1950, after which it was developed for single family housing. The area generally between 106 and 109 Avenues experienced redevelopment in the form of low and some medium rise apartments between 1960 and 1980. Commercial strip development has also occurred along 107 Avenue and to some extent, along 109 Street, south of 107 Avenue. Finally, the industrial areas south of 106 Avenue and east of 119 Street are in transition, with the declining significance of the railways and the introduction of commercial office, service and retail uses.

Today, Queen Mary Park is one of 62 older inner city neighbourhoods in the City. It is also home for many new immigrants to the City. The community offers residents convenient proximity to the Downtown; three schools, parks and other community facilities; localized shopping and industrial employment opportunities; and support services such as the English as a Second Language Course at the St. Catherine Elementary Junior High School.

Queen Mary Park has diverse needs, problems and advantages. The Plan addresses issues facing the area which include:

- Maintaining Low Density Family Housing Areas

  There is a significant number of single detached and a few semi-detached dwellings, north of 109 Avenue, which are generally in good condition. However, much of this housing stock is aging (24-34 years old) and may be in need of minor rehabilitation.

- Expanding the Variety of Alternative Built Forms to Walk-up Apartments

  There is a monotony and lack of variety of different building designs in areas of walk-up apartments, south

of 109 Avenue generally. There is presently little encouragement of a variety of different building designs in the walk-up apartment areas. New building designs should promote an increase in amenity space, the number of two or more bedroom units and private access at grade while reducing the sharing of a common access.

- Maintaining Existing Commercial Strips and Nodes

  There is currently some inappropriate commercial districting along 107 Avenue. Guidelines for future development along the 107 Avenue and 109 Street commercial strips are also absent, in respect to avoiding major conflicts with adjacent residential areas. The local convenience commercial area north of 109 Avenue, between 111 and 113 Streets, may be in decline.

- Dealing with the Influence and Effect of Existing and Proposed Transportation Facilities.

  Transportation proposals have recently (1983/1984) been made regarding the 107 Avenue corridor as well as on the 119/121 Street corridor. Other local traffic concerns are arising such as shortcutting on Streets which connect with 111 Avenue, pedestrian crossing safety, speeding traffic and truck traffic on local streets. There is no convenient bikeway system or pedestrian route linking community and park and open space facilities.

- Meeting Community Requirements for Recreation, Park and Open Space, and other Improvements to the Physical Environment.

  Although the neighbourhood has a sufficient quantity of open space for recreation based on existing guidelines of the Parks and Recreation Department, it is poorly distributed. The residents of some areas, particularly south of 107 Avenue do not have good access to park space because of major arterial roadways. The community, in addition, wishes to see improvements made to the Municipal Airport's clear zone south of 107 Avenue, for usable recreation space. Back lane lighting is also something which community residents are prepared to support.

2.2 Neighbourhood Objectives

The following objectives outline the expected outcome of the future policies which are to provide direct guidance for development activity within the area.

Residential Objectives

1. To maintain stable portions of Queen Mary Park for low density residential use.

2. To provide housing accommodation for a variety of income levels and household sizes including family and non-family households.

3. To ensure that there is opportunity for more innovative housing design so as to allow for greater variety and mix of low to medium density development.

Commercial Objectives

4. To maintain and improve the commercial strip along 107 Avenue and along 109 Street, south of 107 Avenue, for low intensity business uses which promote local shopping areas.

5. To maintain and improve the existing local convenience neighbourhood commercial area on 109 Avenue between 111 and 113 Streets, if possible, to serve the local consumer.

6. To protect existing and future residential neighbourhoods from conflict with commercial uses.

7. To promote the type of commercial development that will take advantage of the economic potential resulting from the area's proximity to the Downtown.

Industrial Objectives

8. To protect existing and future residential neighbourhoods from conflict with industrial uses.

9. To promote the type of industrial development that will take advantage of the economic potential resulting from the area's proximity to the Downtown and from the local major transportation facilities and services.

10. To ensure that the long term redevelopment potential of the area south of 106 Avenue, to mixed residential and commercial uses is adequately addressed in future planning.

Community Facilities, Parks, Recreation and Open Space Objectives

11. To retain existing community facilities, such as community halls, community oriented recreation facilities and schools, and to meet the needs of any increased population resulting from redevelopment.

12. To ensure that adequate park, open space and recreational facilities are developed for the present and future residents of Queen Mary Park.

13. To promote the conservation of community facilities which are of architectural or historic interest.

Urban Design and Built Form Objectives

14. To ensure that redevelopment south of 106 Avenue is compatible with that proposed on the adjacent CN lands and provides transition in density, height and mass.

15. To encourage developers to design new buildings so that they are functionally integrated with surrounding land uses which may be expected to remain in the long term, and which conform to the other policies of this Plan.

16. To encourage developers to design buildings to maximize usable open space at-grade and other amenities and facilities, for the benefit of the residents, in accordance with Land Use Bylaw No. 5996.

17. To encourage the retention and development of mature vegetation, particularly as a natural buffer between residential areas, arterial roadways and other, non-residential land uses.

18. To encourage developers to design buildings to reduce the harmful environmental impacts of abutting arterial roadways and other conflicting land uses.

Transportation and Pedestrian Circulation Objectives

19. To achieve City-wide transportation objectives as set out in the General Municipal Plan and the City Transportation Bylaw while attempting to mitigate potential impacts on the community and on existing and future development.

20. To provide adequate traffic management measures, upon the review of traffic concerns, in order to limit through traffic to the major arterial roadways and to deal with shortcutting and other local traffic concerns.

21. To provide for a safe and convenient bikeway and pedestrian system in Queen Mary Park that will allow for the continued use of the community facilities.

Utilities and Other Municipal Services Objectives

22. To provide an acceptable level of service for utilities, water, fire and police protection, public transit and other municipal services.

23. To mitigate any problems which may impair an acceptable level of service from any particular municipal service and to ensure economical servicing for existing and future development.

2.3 Neighbourhood Development Concept

The purpose of the neighbourhood development concept is to focus on the primary neighbourhood objectives, describe major Plan components and identify a basic strategy for guiding development activity within the area.

Map 2 depicts a generalized neighbourhood development concept. The overall development strategy is to provide a gradient of density, height and mass northwards from the Downtown and CN lands. Proposed land uses and public developments are also outlined generally. Other major policy components are described. Proposed redevelopment guidelines are provided in order to accommodate uncertainty about long term transportation and land use changes, provide flexibility in dealing with transition in land use changes and support a greater variety and tenure of housing.

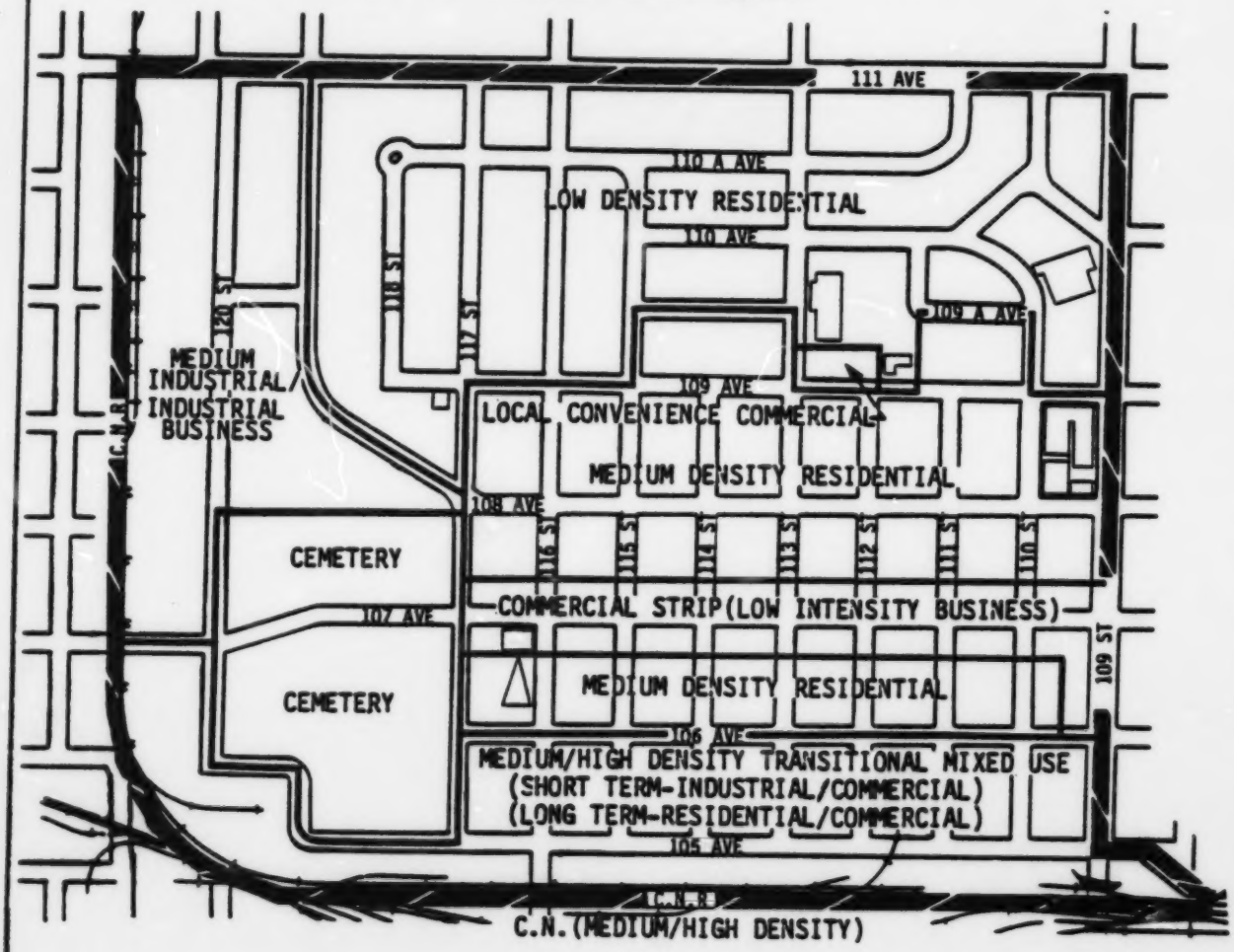
MAP 2

QUEEN MARY PARK

AREA REDEVELOPMENT PLAN

NEIGHBOURHOOD DEVELOPMENT CONCEPT

This concept contains the three elements of transition, land use and long term redevelopment potential. Transition involves a decrease in density, height and mass northwards from the proposed medium/high density residential development on the CN lands to the single family housing north of 109 Avenue. Commercial strip development along 107 Avenue and 109 Street, and a local convenience commercial area on 109 Avenue are identified. Medium industrial and industrial business uses are to be maintained west of 119 Street. The area generally south of 106 Avenue is to provide for transitional mixed uses. In the short term, this includes public utilities, medium and heavy industrial uses, industrial business and commercial office uses. In the long term, the redevelopment potential for residential and commercial uses is recognized.



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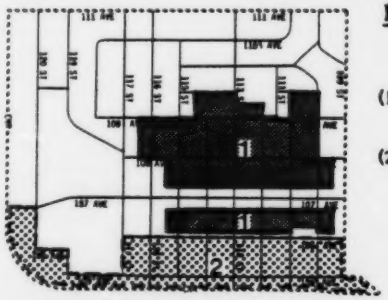
MAJOR PLAN COMPONENTS

* 

Redevelopment Guideline Areas:

(1) Alternative building designs to the walk-up apartment.

(2) Special Planning Study, upon approval of final land use districts and development rights on the C.N. lands, to provide for the long term redevelopment potential to a mix of residential and commercial uses.

* **Residential Land Use:**

1. Maintain RF1 (Semi-Detached Residential District) and pursue housing rehabilitation north of 109 Avenue, to maintain the area's stability.

2. Maintain RA7 (Low Rise Apartment) and RA8 (Medium Rise Apartment) Districts and establish redevelopment guidelines (see Redevelopment Guideline No. 1) to encourage alternative building designs.

* **Commercial Land Use:**

1. Redistrictings from CSC (Commercial Shopping Centre District) to CB1 (Low Intensity Business District) to maintain and improve the existing commercial strips.

2. Rationalize future commercial strip development in terms of lot depth, access and orientation of business frontage.

3. Retain CNC (Local Convenience Commercial District) north of 109 Avenue but support residential redevelopment, if the commercial uses are no longer economically viable.

* **Industrial and Mixed Uses:**

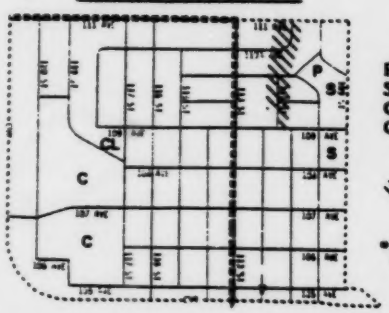
1. Maintain medium industrial and industrial uses generally west of 119 Street and south of 106 Avenue (except for the cemeteries, public utilities, Dominion Bridge Ltd. and a DC5 Site Specific Development Control District).

2. Establish redevelopment guidelines (see Redevelopment Guideline No. 2) to ensure that the long term redevelopment of the area south of 106 Avenue is adequately addressed in future planning.

* **Transportation and Public Development:**

1. Promote traffic measures through a traffic management scheme, if required, to alleviate local traffic concerns.

2. **Public Development:**



Existing
P Park
S School
CL Community League
C Cemetery

Proposed
Open Space Development of Municipal Airport's Clear Zone (or portion thereof)

Bikeway System
Future Pedestrian Connection
(only one connection proposed here)

N

SECTION 3 - PLAN POLICIES

3.1 Introduction

This section describes the Plan policies within the Queen Mary Park boundaries. Policies are given topic headings and numbered sequentially. A small insert map may also be included, under the policy heading, in order to identify generally, the policy's area of application. A discussion follows each policy which includes appertaining objectives, any necessary explanation and background information. Policies may also include references to specific maps of this Plan.

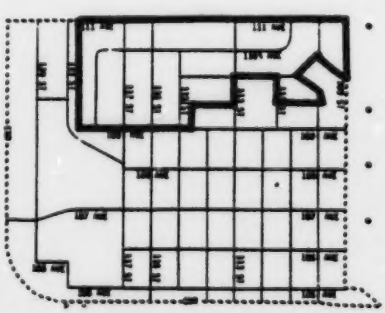
	GENERAL POLICY AREA	POLICIES	MAP	IMPLEMENTATION DOCUMENT
3.2	Residential Land Use	1 to 5	2, 3, 6, 7	Section 1
3.3	Commercial Land Use	6 to 10	2, 3, 6, 7	Section 2
3.4	Industrial and Mixed Land Use	11 to 12	2, 3, 6, 7	Section 3
3.5	Transportation, Bikeways and Pedestrian Circulation	13 to 17	4A, 4B, 5	Section 4
3.6	Recreation, Open Space and Community Facilities	18 to 19	5	Section 5
3.7	Utilities	20		Section 6
3.8	Miscellaneous	21		Section 7

3.2 Residential Land Use

Policy 1
Low Density Residential Character

The low density residential area north of 109 Avenue will be maintained by retaining the existing RF1 (Single Detached Residential) and RF4 (Semi-Detached Residential) Districts.

Discussion:



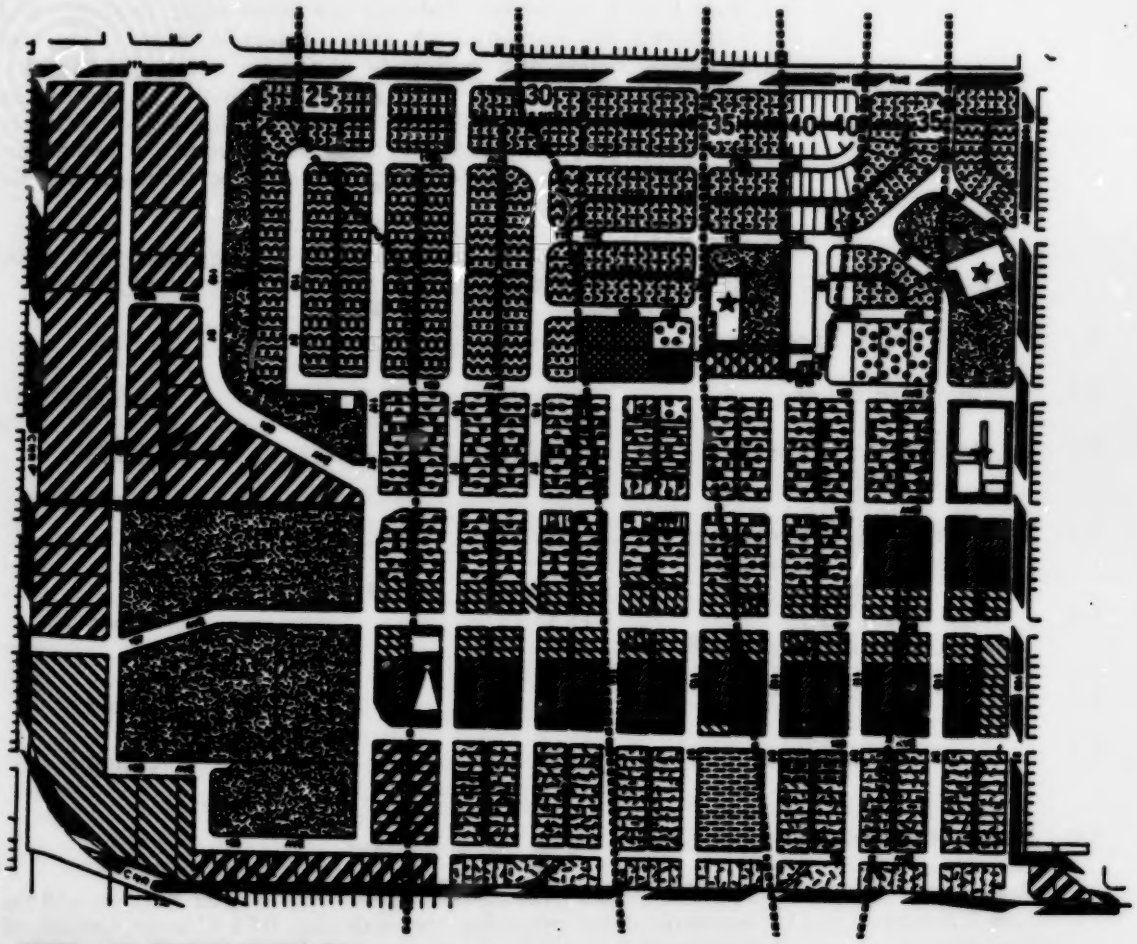
- to maintain stable portions of Queen Mary Park for low density residential use.
- meets Objectives 1 and 2 of this Plan.
- see Maps 2 and 3 of this Plan.
- approximately 87 percent of the single and semi-detached housing stock, north of 109 Avenue was built in the 1950 period. Prior to 1950, the area north of 108 Avenue, within the neighbourhood, was a part of the Prince Rupert Golf Course.

MAP 3

QUEEN MARY PARK

AREA REDEVELOPMENT PLAN

FUTURE LAND USE



- LOW DENSITY RESIDENTIAL
- MULTIPLE FAMILY RESIDENTIAL
- LOW RISE APARTMENT
- LOW/MEDIUM RISE APARTMENT
- NEIGHBOURHOOD CONVENIENCE COMMERCIAL
- LOW INTENSITY BUSINESS COMMERCIAL
- COMMERCIAL OFFICE/BUSINESS INDUSTRIAL
- MEDIUM INDUSTRIAL/INDUSTRIAL BUSINESS
- HEAVY INDUSTRIAL
- PUBLIC UTILITY
- URBAN SERVICES
- PROPOSED OPEN SPACE DEVELOPMENT (or portion thereof
- 35 NOISE EXPOSURE FORECAST CONTOURS

- ★ SCHOOLS
- P PARK
- ✱ COMMUNITY LEAGUE
- C CEMETERY

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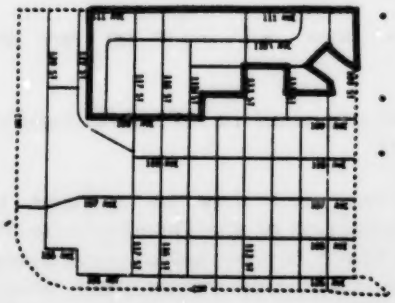
Policy 2
Housing Rehabilitation in the Low Density Residential Area

The Planning Department will pursue the designation of the low density residential area, north of 109 Avenue, in any provincial or federal program leading to the upgrading and rehabilitation of the housing stock.

Discussion:

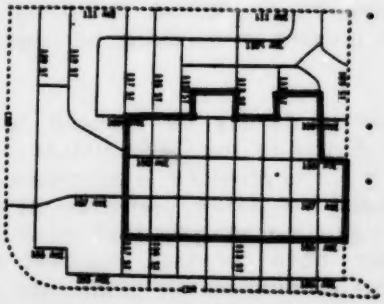


- to maintain and rehabilitate stable portions of Queen Mary Park for low density residential uses.
- meets Objectives 1 and 2 of this Plan.
- Planning surveys have shown that while the housing condition in the low density residential areas is described as 'good', minor rehabilitation is required for more than half the housing stock. Government programs such as the Residential Rehabilitation Assistance Program (R.R.A.P.) are available, under appropriate conditions, for the upgrading and rehabilitation of housing stock.

Policy 3
Medium Density Residential Development

The existing RA7 (Low Rise Apartment) and RA8 (Medium Rise Apartment) Districts, between 106 and 109A Avenues will be retained.

Discussion:

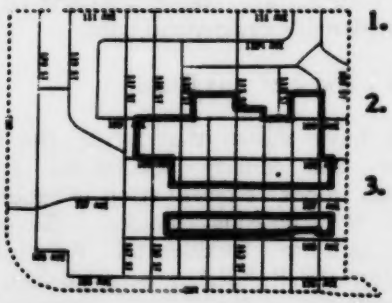


- to provide housing accommodation for a variety of income levels and household sizes as well as for family and non-family households (Objective 2 of this Plan).
- see Maps 2, 3 and 7 of this Plan.
- much of the residential area north of 106 Avenue, excluding the single and semi-detached housing north of 109 Avenue is a predominantly low rise (walk-up) apartment area with some medium rise apartment buildings and single detached housing. Approximately 63 percent of the apartment buildings were constructed in the 1960 to 1969 period; another 34 percent were built since 1969.
- isolated and other parcels of single family housing which are interspersed amongst the walk-up apartments will retain the current RA7 (Low Rise Apartment) or RA8 (Medium Rise Apartment) Districts. This allows for the continuation of present uses, future lot consolidation or infill housing under the RF3 (Low Density Redevelopment) and RF4 (Semi-Detached Residential) Districts. Commercial development of these same parcels according to the present commercial districts of the Land Use Bylaw No. 5996, would be inappropriate because of potential parking and land use conflicts.

Policy 4
Alternative Medium Residential Development: Redevelopment Guideline No. 1

City Council will encourage alternative building designs to the walk-up apartment primarily for adult-oriented accommodation. City Council will encourage any redistricting from either the RA7 (Low Rise Apartment) or RA8 (Medium Rise Apartment) Districts to a DC5 (Site Specific Development Control) District in accordance with the following:

Redevelopment Guideline No. 1



1. **The development does not front on any arterial roadway.**

2. **The maximum density shall be 175 dwellings/hectare (70 dwellings/acre).**

3. **The minimum front yard may be reduced to 3m (9.84 ft.) at the discretion of the Development Officer, where Separation Space is provided in accordance with Section 58 of the Land Use Bylaw, and where the windows and amenity areas within the first storey of the front wall have been located, designed and/or screened appropriately to prevent overlooking by pedestrians into the dwelling.**

4. **The minimum rear yard may be reduced to 1.2m (3.94 ft.) at the discretion of the Development Officer, where Separation Space is provided in accordance with Section 58 of the Land Use Bylaw, and where the windows and amenity areas within the first storey of the rear wall have been located, or designed or screened so as to prevent overlooking by pedestrians into the dwelling.**

5. **The minimum side yard may be reduced to 1.2m (3.94 ft.) at the discretion of the Development Officer, where Separation Space is provided in accordance with Section 58 of the Land Use Bylaw, and where it can be determined by a sight-line analysis that windows and amenity areas have been located, designed and/or screened to prevent overlooking by occupants of the site and adjacent properties. This reduction does not apply to those sites which flank a public roadway, other than a lane.**

6. **Minimum Private Outdoor Amenity Areas shall be provided in accordance with the following:**

   i) **15m^2 for those dwelling units with private access at grade.**
   ii) **7.5m^2 for all other units.**

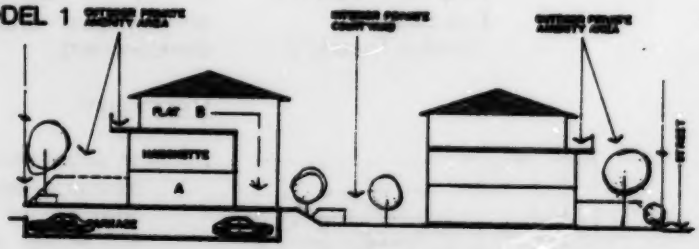
7. **A minimum of 25% of all dwelling units shall have private access at grade.**

8. A minimum of 25% of all dwelling units shall have two or more bedrooms.

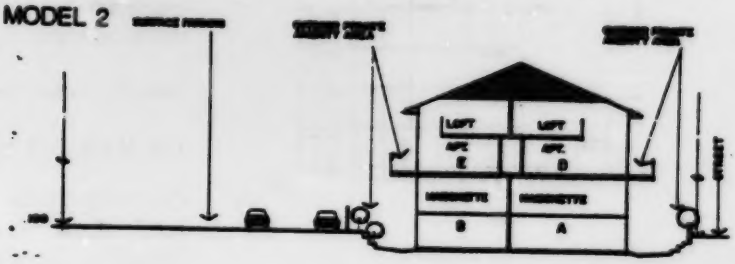
9. No more than 6 dwelling units shall share a common access.

ALTERNATIVE BUILDING DESIGNS TO THE WALK-UP APARTMENT. REDEVELOPMENT GUIDELINE NO. 1

MODEL 1



MODEL 2



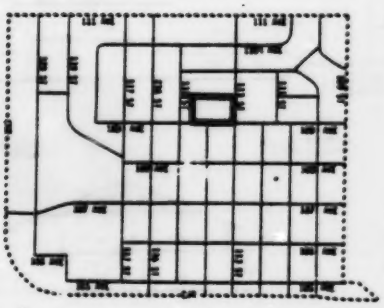
Discussion:

- to ensure that there is opportunity for innovative housing design (i.e. amenity space, private access at grade, number of bedroom units, sharing of a common access) so as to allow for greater variety and mix of low to medium density residential development.
- meets Objectives 2 and 3 of this Plan.
- see Maps 2 and 8 of this Plan.
- there is a monotony and lack of variety of different building designs in areas of walk-up apartments, south of 109 Avenue generally. Redevelopment Guideline Number 1 provides an opportunity, through potential future redistrictings, for more interesting building designs and a greater variety of lifestyles and tenure. It would increase amenity space private access at grade and the number of two or more bedroom units while reducing the sharing of a common access. There would be an increase in density over that of the traditional walk-up apartment.

Policy 5
Multiple Family and Low and Medium Rise Apartment Development: DC5 (Site Specific Development Control District)

Residential development on the site north of 109 Avenue and between 113 Street and the lane to the east of 115 Street will be recognized in the form of multiple family housing and low and medium rise apartment housing, through a DC5 (Site Specific Development Control) District. This District will control the height, density and location of the buildings within the site so as to ensure compatibility between this development and the surrounding low density residential development.

Discussion:



- to accommodate residential development in the form of multiple family and low and medium rise apartment housing on a site north of 109 Avenue and between 113 Street and the lane east of 115 Street, which is compatible with surrounding low density residential development.
- meets Objectives 2 and 3 of this Plan.
- see Maps 2, 3 and 7 of this Plan.
- On 1983 08 16, Council approved a redistricting, from RA7 (Low Rise Apartment District) to DC5 (Site Specific Development Control District). The DC5 District would allow development of 178 units in six separate buildings and includes one six-storey apartment building with 65 units, in the southeast corner of the site; the retention of an existing apartment building with 27 units, in the central portion of the site; two four-storey stacked row housing buildings, each with 24 units, located along the southern portion of the site; one four-storey stacked row housing building with 24 units directly west of the existing RA7 site; and one two-storey row housing development with 14 units on the western boundary of the site. The existing five lots have been consolidated into two lots in order to ensure effective regulation of development on the site.

3.3 Commercial Land Use

Policy 6
Existing Commercial Strip Development

City Council will redistrict, according to Map 6, properties from the CSC (Commercial Shopping Centre) District to the CB1 (Low Intensity Business) District, along the 107 Avenue commercial strip.

Discussion:

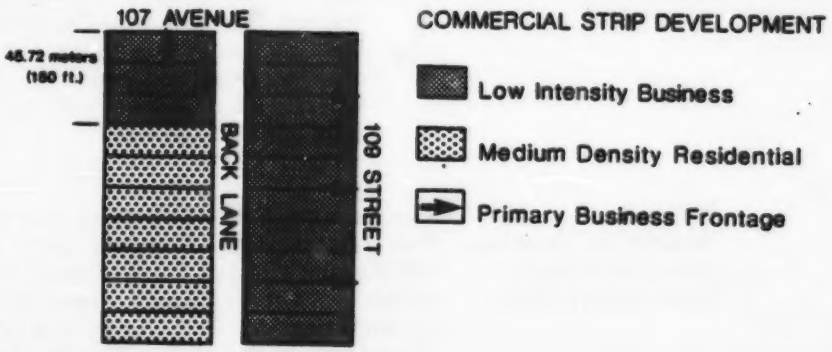
- to maintain 107 Avenue and 109 Avenue (south of 107 Avenue) for low intensity commercial retail, office and service uses located along arterial roadways that

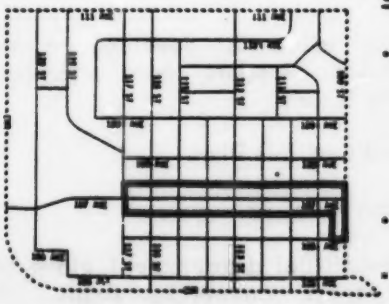
border residential areas (otherwise known as low intensity business uses).

- meets Objectives 4 and 6 of this Plan.
- see Maps 2, 3 and 7 of this Plan.
- The CB1 (Low Intensity Business) District is an appropriate districting for a commercial strip. Further, the redistricting would bring into conformity with the Land Use Bylaw, a number of low intensity business uses which are presently non-conforming under the CSC (Commercial Shopping Centre) District.

Policy 7
Future Commercial Strip Development

New commercial development will be restricted to 107 Avenue to a lot depth of 45.72 metres (150 feet), with orientation of business frontage limited to 107 Avenue. New commercial development will be restricted to 109 Street, south of 107 Avenue, to a lot depth of the back lane, with orientation of business frontage limited to 109 Street.





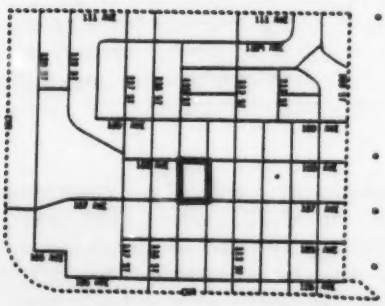
Discussion:

- to rationalize future commercial strip development along 107 Avenue and 109 Street (south of 107 Avenue) in order to minimize potential land use conflicts between commercial and residential uses and to permit some orderly, commercial expansion.
- meets Objectives 4 and 7 of this Plan.
- see Maps 2 and 3 of this Plan.

Policy 8
Waterloo Mercury Motors Site

The Waterloo Mercury Motors site will be redistricted from CSC (Commercial Shopping Centre District) to CB1 (Low Intensity Business District) on 107 Avenue (between 114 and 115 Streets) to a depth of 45.72 metres (150 feet) from 107 Avenue. The remainder of the site will be redistricted to RA7 (Low Rise Apartment District).

Discussion:



- to provide for commercial development along 107 Avenue, in accordance with Policy 7, in order to minimize conflicts between commercial and residential uses.
- meets Objectives 4 and 6 of this Plan.
- see Maps 2, 3 and 7 of this Plan.
- This policy would provide for the rationalization of commercial development on the site in accordance with Policy 7. The present Waterloo Mercury Motors site is fully developed, occupying a full city block and it is the site of an automotive vehicle sales operation. The present use is in non-conformity with the City's Land Use Bylaw. The proposed redistricting would not change this non-conforming status nor would it substantially affect the present use which is fully developed on the site.

Policy 9
Residential Development Abutting Commercial Strips

The existing RA7 (Low Rise Apartment) and RA8 (Medium Rise Apartment) Districts will be retained along the 107 Avenue and 109 Street (south of 107 Avenue) commercial strips. City Council however, will encourage any redistricting to CB1 (Low Intensity Business District) in accordance with Policies 7 and 8 of this Plan.

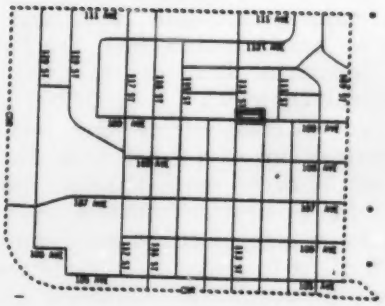
Discussion:

- to recognize existing residential development along commercial strips but to support more appropriate commercial uses in the future.
- meets Objectives 4 and 6 of this Plan.
- see Maps 2 and 3 of this Plan.
- there is scattered residential development along both 107 Avenue and 109 Street commercial strips. This Policy (#9) would deal with any pressures for commercial redevelopment and would support commercial expansion, where appropriate.

Policy 10
Neighbourhood Convenience Commercial

The existing CNC (Neighbourhood Convenience Commercial) District north of 109 Avenue will be retained. In the event that commercial uses are no longer economically viable, City Council will encourage redistricting to medium density residential uses, in accordance with Policies 3 and 4 of this Plan.

Discussion:



- to maintain and improve the existing local convenience commercial area, on 109 Avenue, between 111 and 113 Street, if possible, to serve the local consumer (Objective 5 of this Plan); to provide for alternative, residential uses in the event that such commercial uses are not economically viable.

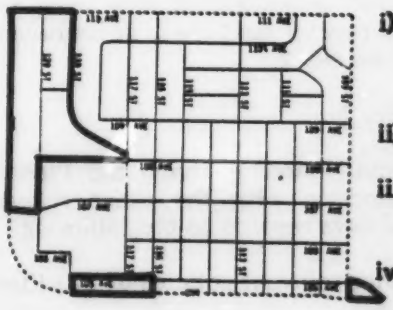
- see Maps 2, 3 and 7 of this Plan.

- A small convenience neighbourhood commercial area exists on 109 Avenue between 111 and 113 Streets, located beside the Queen Mary Park Elementary School. A small service road serves this commercial node, thereby eliminating some parking and traffic concerns which are generated by such uses. This commercial area is conveniently located to serve the residential community north of 107 Avenue. The commercial uses are however located in some older structures which may be in need of repair or redevelopment.

3.4 Industrial and Mixed Land Use

Policy 11
Medium Industrial/ Industrial Business

Medium industrial and industrial business uses will be supported south of 106 Avenue and west of 119 Street, with the exception of the following Districts and sites which are to be retained:



i) the DC5 (Site Specific Development Control District) site between 109 and 116 Streets, and 105 and 106 Avenues,

ii) the PU (Public Utility District) site,

iii) the Dominion Bridge IH (Heavy Industrial District) site and

iv) the Edmonton and St. Joachim cemeteries.

Further, City Council will encourage future redistrictings from IM (Medium Industrial District) to IB (Business Industrial District) or from IH (Heavy Industrial District) to IM or IB Districts in order to extend the land use or the building use.

Discussion:

- to support medium industrial and industrial business uses generally, south of 106 Avenue and west of 119 Street (Objective 9 of this Plan).

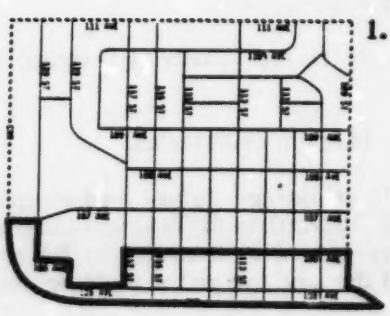
- see Maps 2, 3 and 7 of this Plan.

- Within Queen Mary Park, there is an older inner city industrial area in transition. There has been a decline in the use of the railway. Commercial uses have also been introduced in this area. On 1982 10 06, City Council approved a major redistricting to a large area south of 106 Avenue, between 109 and 116 Streets, from IM (Medium Industrial District) to DC5 (Site Specific Direct Control District). This DC5 District permits a mix of commercial office and industrial business uses with restrictions of a Floor Area Ratio of 3:1 and a building height of no more than six storeys. Dominion Bridge Ltd., a heavy industrial use and Northwestern Utilities, a public utility, have indicated no specific long term plans for relocating their present operations. The proposal to support future redistrictings to IB (Industrial Business District) from IM (Medium Industrial District) and to IM (Medium Industrial) or IB (Industrial Business) from IH (Heavy Industrial) Districts would provide the option of extending either the land use or building uses of properties which may be in non-conformity with the City's Land Use Bylaw No. 5996. This would reinforce the medium industrial and industrial business uses in the area.

Policy 12 Long Term Redevelopment Potential: Redevelopment Guideline No. 2

Upon the approval of final land use districts and development rights on the CN lands, the Planning Department will undertake a Special Planning Study within the transitional industrial areas south of 106 and 107 Avenues. The purpose of this Study will be to accommodate, under appropriate conditions, the long term redevelopment of this area, to a mix of residential and commercial land uses, in accordance with Redevelopment Guideline No. 2.

Redevelopment Guideline No. 2



1. **In undertaking a Special Planning Study, the Planning Department, in conjunction with the other relevant civic departments will have regards to the following:**

   i) **Map 2 and all other relevant policies of this Plan;**

   ii) **land uses which are complementary to those on the CN lands;**

   iii) **the provision of park and open space, and bikeways and pedestrian routes in accordance with Policy 17 of this Plan;**

iv) **the potential for relocating adjacent heavy industrial uses;**

v) **the adequacy of municipal water and sewer services and in accordance with Policy 20 of this Plan;**

vi) **the adequacy of the internal road network in accordance with Policies 13, 14 and 15 of this Plan; and**

vii) **the phasing of development and its integration into community life, so that a healthy residential environment is maintained during and after redevelopment.**

Discussion:

- to ensure that the long term redevelopment potential of the area generally south of 106 Avenue, to mixed residential and commercial uses is adequately addressed in future planning.

- meets Objectives 8 and 10 of this Plan.

- see Maps 2 and 8 of this Plan.

- the present mix of land uses and development conditions would largely discourage the introduction of a substantial residential component, south of 107 and 106 Avenues. A number of conditions presently constrain or could influence this long term redevelopment potential, including:

  i) current economic conditions which have resulted in a decrease in redevelopment;

  ii) the uncertainty created by proposed or potential major land use and transportation changes, including:

  - Redevelopment of the CN lands, with a major housing component.
  - The removal of the CN and CP trackage.
  - The influence, impact and future operations of the Edmonton Municipal Airport.
  - Proximity to the Downtown, influencing major land use proposals and changes.
  - The future and implications of the proposed 106/107 Avenue couplet system.
  - Civic policies which would encourage the relocation or upgrading of the older, obsolete or noxious heavy industrial uses in the older, inner city.

3.5 Transportation, Bikeways and Pedestrian Circulation

Policy 13 Arterial Roadways and Truck Routes

The arterial roads and truck routes shown on Map 4A will continue to provide these functions through the Plan Area.

Discussion:

- to ensure that the proposed transportation systems in the Plan Area achieve City-wide transportation objectives while attempting to mitigate potential impacts on the community and on existing and future development (Objective 19 of this Plan).

- see Map 4A of this Plan.

- The roads that are designated as arterial roads in the Queen Mary Park Plan Area are 109 Street, 106 Avenue, 107 Avenue, portions of 116 and 117 Streets south of 108 Avenue, and 108 Avenue between 116 and 117 Streets. All other roads are local roadways.

- The following roads in or bounding on the Plan Area are designated as truck routes:

  24 hour: 111 Avenue, 107 Avenue, 106 Avenue, 119 Street, 109 Street, 116/117 Streets between 106 and 108 Avenues, 108 Avenue between 116 and 117 Streets.

  No new truck routes are proposed in Queen Mary Park.

Policy 14 Future Transportation Improvements and Proposals

Future transportation proposals will be presented to Council as an amendment to the Queen Mary Park Area Redevelopment Plan Bylaw in accordance with the following:

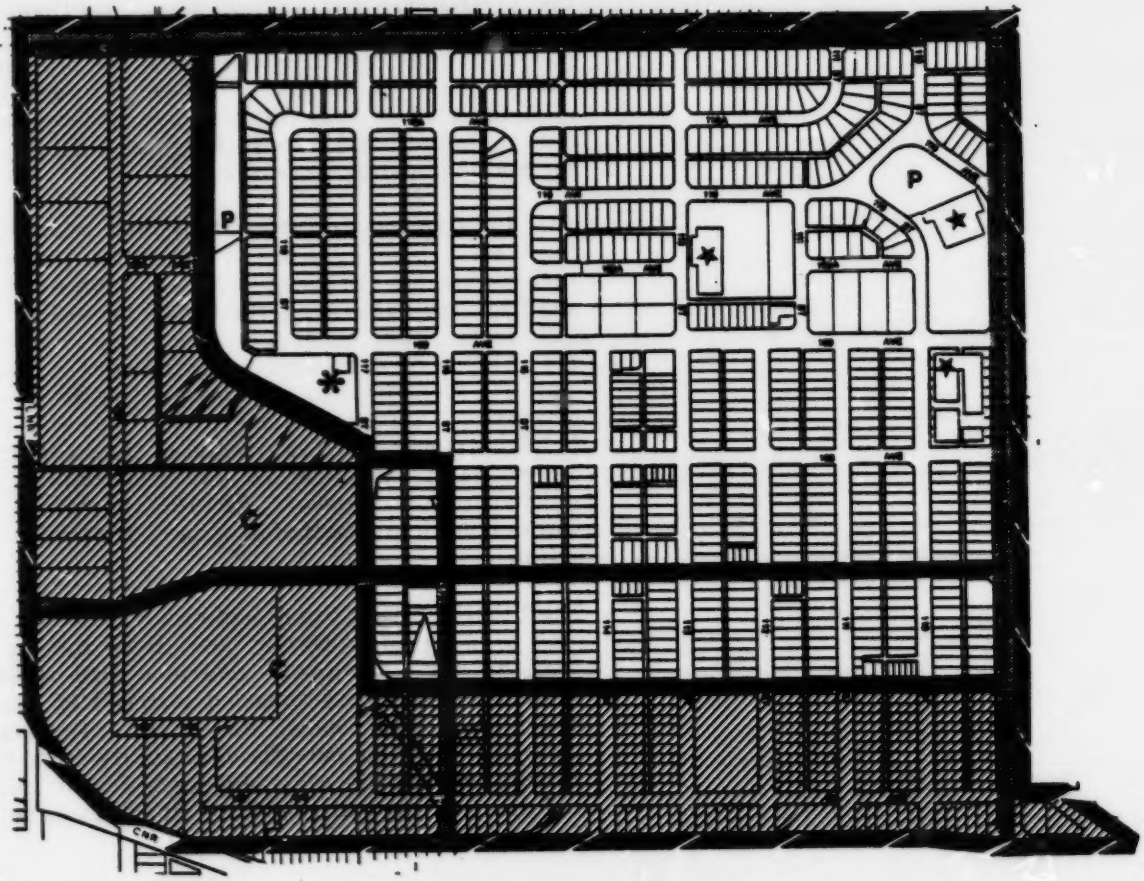
i) the Planning Department will be responsible for reviewing the amendment application, ensuring all requirements of this Plan are met along with other requirements specified in the Land Use Bylaw for Plan Bylaw Amendments, and making recommendation to Council.

MAP 4A

QUEEN MARY PARK

AREA REDEVELOPMENT PLAN

ROADS AND CIRCULATION



ARTERIAL ROADWAY
ROADWAY CONSTRUCTION
REGULAR TRUCK ROUTES
CUL-DE-SAC
C CEMETERY
★ SCHOOLS
P PARK
✱ COMMUNITY LEAGUE
INDUSTRIAL AREA (TRUCK ROUTE)

N

SCALE 1:10 000

Discussion:

- to ensure that future transportation improvements occur subject to transportation objectives as set out in the General Municipal Plan, the City's Transportation Bylaw and all other relevant policies of this Plan.

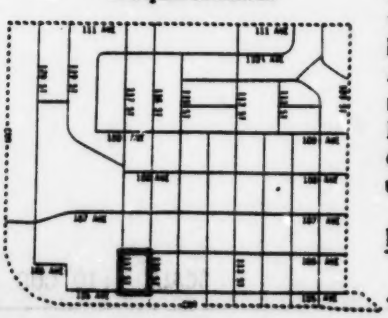
- meets Objective 19 of this Plan.

- Facility Planning Studies have been prepared for both the 107 Avenue and 119/121 Street corridors, by the Transportation Department in 1983 and 1984. A series of alternatives have been evaluated and preferred plans have been produced. The preferred plans, recommended in both Studies have undergone changes due to public discussions, budgetary constraints and further administrative review.

  The 107 Avenue Corridor Study had recommended a five-year plan, with a couplet system on 116/117 Streets between 106 and 108 Avenues, and another on 106/107 Avenues between 97 and 117 Streets. The current proposal is to implement only the 116/117 Street improvements between 104 Avenue and 108 Avenue and to install traffic signals at strategic locations along 106 Avenue, 116 and 117 Streets north of 108 Avenue in Queen Mary Park to determine if modifications are required to alleviate shortcutting problems. The 106/107 Avenue couplet will only be implemented as a demonstrated need for it arises.

  The 119/121 Street Study had recommended a ten-year plan to bring truck traffic down from the Yellowhead Trail to the Downtown. Various alternatives were studied and the recommended plan would not have a direct impact on Queen Mary Park. The plan would provide a new four lane divided facility from Kingsway Avenue, skirting the west and north sides of the Airport and tie into the existing Bush Pilot Road/Yellowhead Trail intersection.

Policy 15
Road Construction and Property Requirements



In the development of the 116/117 Street couplet system between 105 and 108 Avenues, the Planning Department, in conjunction with other relevant civic departments will determine the most appropriate land use and districting for the block which is the iste of a new roadway facility, between 105 and 106 Avenues, and 116 and 117 Streets. Appropriate land uses, for lands surplus to the roadway requirements, may range between urban services, low intensity business, medium industrial, industrial business and other uses which are ancillary to existing surrounding land uses.

Discussion:

- meets Objective 19 of this Plan.

- Property acquisition by the City has occurred on the block between 105 and 106 Avenues and 116 and 117 Streets, to enable a new arterial roadway facility to be constructed. Closure of 117 Street south of 106 Avenue, thereby changing the road into a cul-de-sac, is to occur in conjunction with the development of the 116/117 Street couplet system between 106 and 108 Avenues. Lands surplus to roadway requirements will be disposed of by the City.

Policy 16
Traffic Management Scheme

The Transportation Department will review the traffic concerns as generally shown on Map 4B and if required, will prepare a Traffic Management Scheme. Among the primary traffic concerns to be addressed are:

i) shortcutting on 113, 116, 117 and 119 Streets;

ii) speeding on 109 Avenue and other streets in the vicinity of the three schools in the community;

iii) truck traffic on local streets such as 116 Street;

iv) pedestrian crossing and safety, on 109 Street near the elementary school and secondly, near the high school; along 106 and 107 Avenues; and along 108 Avenue between 116 and 117 Streets; and

v) the abundance of on-street parking in residential areas south of 109 Avenue.

Such a Traffic Management Scheme may incorporate traffic measures beyond the Plan Area and may employ such measures as forced turns, barriers, traffic control signals and signs, traffic enforcement, road closures, parking restrictions and programs, and other measures.

Discussion:

- to ensure, where feasible, that traffic measures are implemented should concerns arise in Queen Mary Park regarding traffic movement and access, and pedestrian movement (Objective 19 of this Plan).

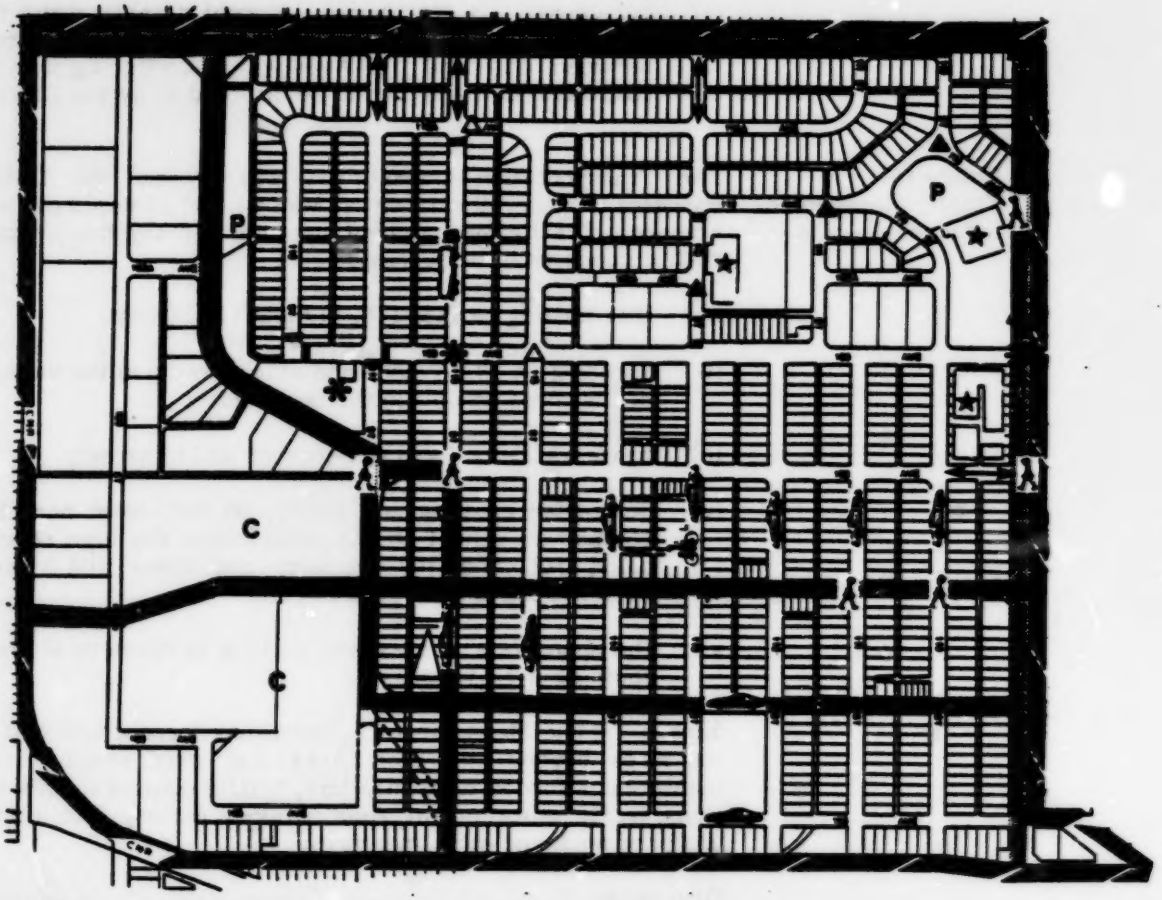
- Queen Mary Park is located close to the Downtown; is bordered by and divided by major arterials; and supports a variety of residential, institutional, commercial and industrial land uses. These factors contribute to a number of local traffic concerns within the community, which significantly impact the quality of life. Traffic Management Schemes have been employed in several other communities where similar concerns were expressed by the affected residents. Map 4B depicts generally, concerns which have arisen in Queen Mary Park.

MAP 4B

QUEEN MARY PARK

AREA REDEVELOPMENT PLAN

TRAFFIC MANAGEMENT



EXISTING TRANSPORTATION AND PEDESTRIAN CIRCULATION FACILITIES

- ARTERIAL ROADWAY
- REGULAR TRUCK ROUTE
- REGULAR CROSSWALK
- SYSTEM CONTROL SIGNAL
- PEDESTRIAN ACTUATED SIGNAL
- CROSSWALK AMBER SIGNAL

TRAFFIC MANAGEMENT CONCERNS

- SHORTCUTTING TRAFFIC
- SPEEDING(GENERAL)
- SPEEDING IN CLOSE PROXIMITY TO SCHOOLS
- PEDESTRIAN CROSSING SAFETY
- TRUCK TRAFFIC ON LOCAL STREETS
- ABUNDANCE OF ON-STREET PARKING
- POTENTIAL BIKEWAY/AUTO CONFLICTS
- C CEMETERY
- ★ SCHOOL
- P PARKS
- ✱ COMMUNITY LEAGUE

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NOTE: THIS MAP IS NOT INTENDED TO IDENTIFY ALL THE SPECIFIC SITE CONCERNS BUT TO INDICATE THEIR GENERAL LOCATION OR CONTEXT (I.E. ABUNDANCE OF ON-STREET PARKING BETWEEN 105 AND 109 AVENUES).

- An overall assessment of identified traffic concerns is undertaken and alternative traffic management measures are investigated. Based on the assessment, specific measures, if required, are proposed. Traffic bulletins are then circulated to adjacent residents to obtain any comments and concerns for the proposed measures. If the proposals are supported by the community, the traffic management measures are implemented.

Policy 17 Bikeways and Pedestrian Circulation

A bikeway system and pedestrian route will be developed, as scheduled through the Five Year Bikeway Plan and as shown on Map 5. Such a bicycle system and pedestrian route shall further be integrated, where possible, with other existing parks, community facilities and open space as well as with the proposed bikeways and pedestrian circulation systems of adjoining communities (i.e., CN Lands, West-Ingle).

Discussion:

- to provide for a safe and convenient bikeway and pedestrian circulation system that will allow for the continued use of community facilities (Objective 21 of this Plan).

- see Maps 2 and 5 of this Plan.

- Many of the communities adjoining the Downtown are without convenient and designated bikeways and pedestrian routes. Bikeways are being proposed in West-Ingle, along 111 Avenue and on the CN lands. Pedestrian crossings to adjoining communities are also being proposed on the CN lands. The proposed bikeway and pedestrian route in Queen Mary Park would further use the existing pedestrian actuated signal at 107 Avenue and would provide a link between existing park and open space and community facilities, and proposed C.N. development.

3.6 Recreation, Open Space and Community Facilities

Policy 18
Proposed Park on the Municipal Airport's Clear Zone

City Council will support community-initiated development of all or a portion of the Municipal Airport's clear zone for usable open space, as shown on Map 5. In the event that this proposal is achieved, City Council will further redistrict the new parkland from RF1 (Single Detached Residential) RF4 (Semi-Detached Residential) and/or US (Urban Service) Districts to AP (Public Parks District).

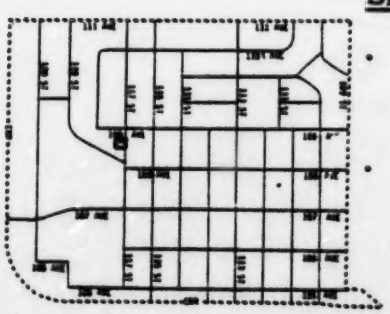
Discussion:

- to facilitate the development of all or a portion of the Municipal Airport's clear zone in Queen Mary Park, for usable open space.
- meets Objective 12 of this Plan.
- see Maps 2, 3 and 5 of this Plan.
- There is presently a community proposal to utilize all or a portion of the Municipal Airport's clear zone, within the sub-area, for usable park area. Discussions are ongoing between the Queen Mary Park Community League, the Municipal Airport authority and the Departments of Planning, Real Estate and Supply Services and Utilities and Parks and Recreation. The Parks and Recreation Department will determine installation and maintenance costs and the applicability of the Neighbourhood Park Development Program. Essential utility services are presently located, within the clear zone, south of 109A Avenue.

Policy 19
Heritage Conservation of the Queen Mary Park Community League Hall

City Council will support community-initiated heritage conservation of the Queen Mary Park Community League Hall on 117 Street. Upon successful designation of the Community League Hall as either a Provincial Historic Resource or a Registered Historic Resource, City Council will redistrict the the building site only site from AP (Public Parks District) to DC1 (Direct Control District).

Discussion:



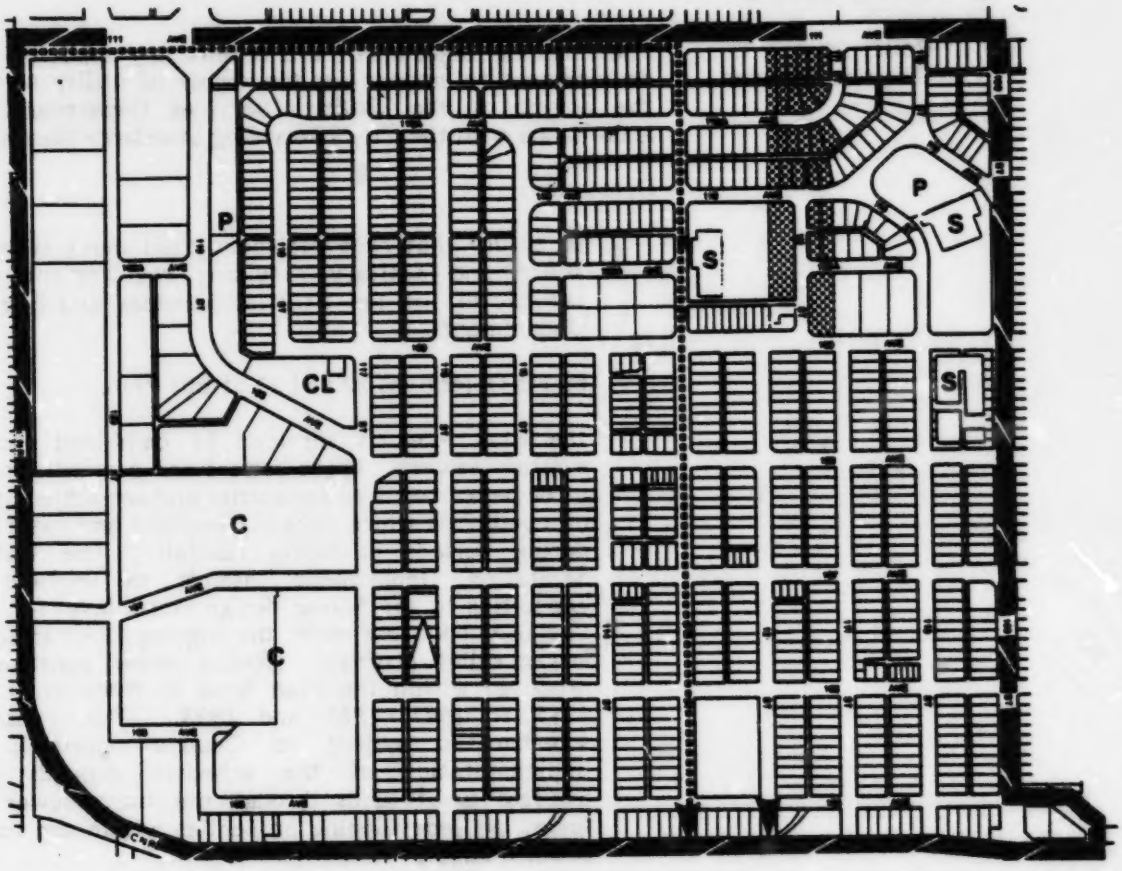
- to promote the conservation of historic resources which are of architectural or historic interest (Objective 13 of this Plan).
- The Queen Mary Park Community League is presently investigating the feasibility of designating the community league hall on 117 Street, as either a Provincial Historic Resource or a Registered Historic Resource. A DC1 (Direct Control District) provides a direct control district for detailed, sensitive control of

MAP 5

QUEEN MARY PARK

AREA REDEVELOPMENT PLAN

PUBLIC DEVELOPMENT



EXISTING

P PARK
S SCHOOL
CL COMMUNITY LEAGUE
C CEMETERY

PROPOSED

OPEN SPACE DEVELOPMENT OF MUNICIPAL AIRPORT'S CLEAR ZONE (or portion thereof)

BIKEWAY SYSTEM

FUTURE PEDESTRIAN CONNECTION (only one connection proposed here)

N

SCALE 1:10 000

the use development, siting and design of buildings and disturbance of land where this is necessary to establish, preserve or enhance:

(b) areas or sites of specific historic, cultural, paleontological, archaeological, prehistoric, natural, scientific or aesthetic interest as designated under the Alberta Historical Resources Act (1973).

3.7 Utility Services

Policy 20
Utilities Services

The Planning Department will require any applicant for new development to arrange for the supply of utility services on the advice of the Utilities Services Department and in accordance with the City's Servicing Standards Manual.

Discussion:

- to ensure that redevelopment shall meet site-specific storm and sanitary servicing requirements to the satisfaction of the Utilities Services and Engineering Departments.

- meets Objectives 22 and 23 of this Plan.

- the Plan Area is serviced by combined storm and sanitary sewers. These sewers are currently operating at or below required capacities and are subject to back-up conditions which create basement and road flooding during periods of heavy rainfall. The Water and Sanitation Department intends to upgrade sewer capacities to the 5-year design storm level for existing land use conditions under the ongoing 22-year combined sewer relief program. Relief sewer construction is proposed within the Plan Area in three stages, from 1985 to 1987, 1983 and 1998. This construction schedule is subject to Council approval. The implementation of the schedule depends on the availability of funds through the storm sewer charge levied on redeveloping properties within the combined sewer district.

- the applicable storm runoff control techniques for minimizing the adverse impact of redevelopment may require some form of stormwater management. This dictates that the sites should be self-contained and may include underground storage tanks to achieve zero increased in runoff discharge.

- the major impact of redevelopment will be to increase storm runoff rates and volumes which may overtax utility services.

- further, the land use policies of this Plan will provide some guidelines with which to estimate population and potential dwelling units based on maximum densities.

Policy 21
Districting Adjustments

Prior to third reading of this Bylaw adopting the Queen Mary Park Plan, the following redistrictings will occur according to Map 6. The following districts in Queen Mary Park will be changed to more accurately reflect the existing use on the site:

i) the Central Tabernacle property from Commercial Shopping Centre District (CSC) (Lots 33 and 34, Block 16, Plan 4423 AJ) and Medium Rise Apartment District (RA8) (Lots 345 to 352, 118 to 122, Block 16, Plan 4423 A.J.) to Urban Services District (US).

ii) the Northwest Bible College property from Medium Industrial District (IM) (Lot 353, Block 16, Plan 4423 A.J.) to Urban Services District.

iii) a portion of a walk-up apartment building from Commercial Shopping Centre District (CSC) (Lot 195, Block 12, Plan B4) to Low Rise Apartment District (RA7).

Discussion:

- The Central Tabernacle property, bounded by 116/117 Streets and 106/107 Avenues presently has both commercial and residential land use districts. The intent of this policy is to change these districts to one district appropriate for institutional and community service uses. The site is used for a variety of these uses which are accommodated under the Urban Services District (US).

- The Northwest Bible College property is more appropriately districted Urban Services District (US) to reflect its use for public and private education services, which are presently non-conforming with the City's Land Use Bylaw.

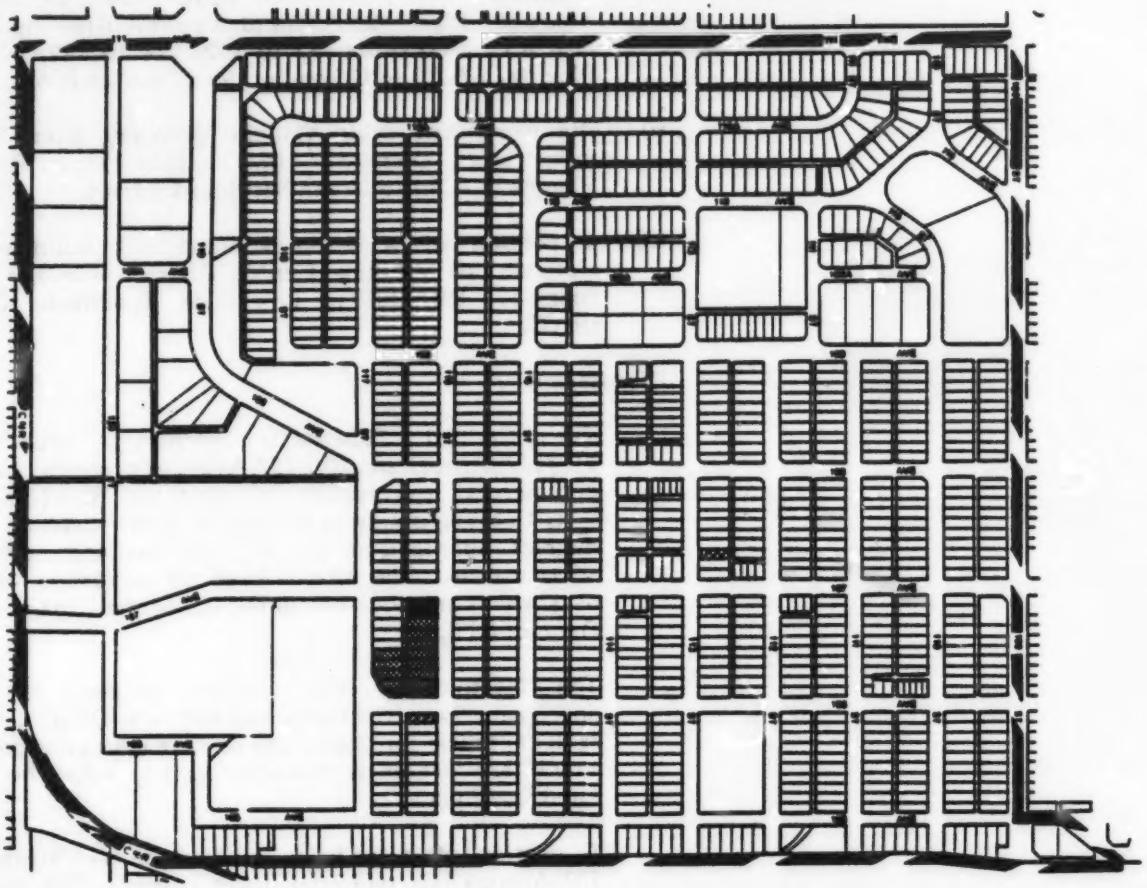
- A portion of a walk-up building on 113 Street near 107 Avenue has two land use districts. The intent of this policy is to change these districts to one district appropriate for the present residential use.

MAP 6

QUEEN MARY PARK

AREA REDEVELOPMENT PLAN

DISTRICTING ADJUSTMENTS



IM(MEDIUM INDUSTRIAL DISTRICT) TO US(URBAN SERVICES DISTRICT)

CSC(COMMERCIAL SHOPPING CENTRE DISTRICT) TO US(URBAN SERVICES DISTRICT)

RA8(MEDIUM RISE APARTMENT DISTRICT) TO US(URBAN SERVICES DISTRICT)

CSC(COMMERCIAL SHOPPING CENTRE DISTRICT) TO RA7(LOW RISE APARTMENT DISTRICT)

N

SECTION 4 - LAND USE REGULATIONS AND REDEVELOPMENT GUIDELINES

4.1 Land Use Regulations

Area Redevelopment Plans (ARPs) are not empowered by the Planning Act to propose changes to land use districting within the Plan Area. Land use districting can only be applied through the City's Land Use Bylaw No. 5996.

In the Queen Mary Park ARP, new districts similar to standard districts are proposed, and no RMX or CMX districts are recommended. Bylaw No. 7601, amending the Land Use Bylaw, shows districting which has been updated to ensure that the policies proposed within this Plan are in conformity with the Land Use Bylaw. This is required through Section 67(a) of the Planning Act.

The reader is advised to always refer to the City of Edmonton Land Use Bylaw No. 5996, as amended to obtain information concerning the districting of land within the Plan Area. It is possible that some districting amendments could be made to the Land Use Bylaw from time to time which would not necessitate an amendment to this ARP. As a result, up-to-date districting information should be obtained from the Land Use Bylaw.

The following is a list of districts which will be introduced in the Queen Mary Park Area through an amendment to the Land Use Bylaw No. 5996.

4.1.1 CB1 - Low Intensity Business District (Section 330, Land Use Bylaw)

Area of Application

Portions of the area, between 111 and 117 Streets, designated CB1 in Bylaw 7601, amending the Land Use Bylaw.

Rationale

To provide a district primarily for low intensity commercial office and service uses located along arterial roadways that border residential areas in order to achieve the intent of Section 3.3 of this Plan.

4.1.2 RA7 - Low Rise Apartment District

Area of Application

A portion of the area, between 114 and 115 Streets, designated RA7 in Bylaw 7601, amending the Land Use Bylaw. Also a portion of the area on 112 Street between 107 and 108 Avenues, designated RA7 in Bylaw 7601, amending the Land Use Bylaw.

Rationale

To provide a district primarily for low rise apartments abutting commercial strip in order to achieve the intent of Section 3.3 of this Plan.

4.1.2 US - Urban Services District

Area of Application

Portions of the area, between 116 and 117 Streets, and 105 and 107 Avenues, designated US in Bylaw 7601, amending the Land Use Bylaw.

Rationale

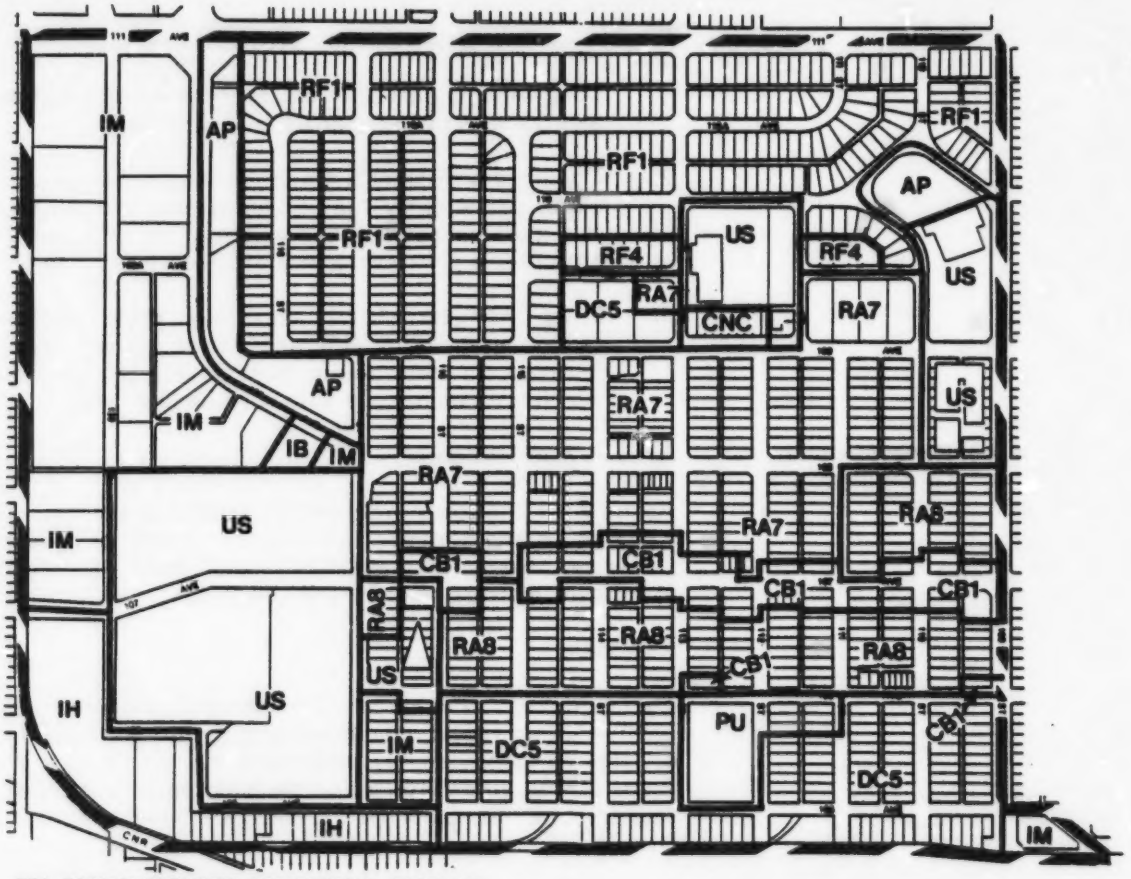
To provide a district for public and privately owned facilities of an institutional or community service nature in order to achieve the intent of Section 3.8 of this Plan.

MAP 7

QUEEN MARY PARK LAND USE DISTRICTS

AREA REDEVELOPMENT PLAN

AS OF OCTOBER, 1984.



RF1-SINGLE DETACHED RESIDENTIAL DISTRICT
RF4-SEMI-DETACHED RESIDENTIAL DISTRICT
RA7-LOW RISE APARTMENT DISTRICT
RA8-MEDIUM RISE APARTMENT DISTRICT
CNC-NEIGHBOURHOOD CONVENIENCE COMMERCIAL DISTRICT
CB1-LOW INTENSITY BUSINESS DISTRICT
CSC-SHOPPING CENTRE DISTRICT
IB -INDUSTRIAL BUSINESS DISTRICT
IM -MEDIUM INDUSTRIAL DISTRICT
IH -HEAVY INDUSTRIAL DISTRICT
US -URBAN SERVICE DISTRICT
AP -PUBLIC PARKS DISTRICT
DC5-SITE SPECIFIC DEVELOPMENT CONTROL
(For the uses and regulations, please refer to Bylaw establishing District on the site)
PU -PUBLIC UTILITY DISTRICT

NOTES: 1. SEE PART III OF THE EDMONTON LAND USE BYLAW FOR THE MOST CURRENT DISTRICTING.

2. LAND USE DISTRICTS ARE EXPLAINED IN SECTION 4 OF THIS PLAN.

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4.2 Redevelopment Guidelines

Areas affected by redevelopment guidelines are shown on Map 7. The guidelines are intended to be used by the Development Officer in considering any redistricting applications in those areas.

Redevelopment guidelines are provided where:

1. Long term uncertainty exists in terms of major land use and transportation changes and proposals;

2. Upon redevelopment, major housing opportunities would exist, particularly that of an alternative built form to the walk-up apartment, which is more interesting and promotes a greater variety of lifestyles and tenure; and

3. Sites may be shortly reaching their economic or remaining building life and where some flexibility is desirable in order to consider similar or other land uses which are compatible with surrounding uses.

4.2.1 Redevelopment Guideline No. 1

Area of Application

Portions of the area, between 111 and 115 Streets, north of 109 Avenue and between 109 and 117 Street, designated RA7 (low-rise apartment district) and RA8 (medium rise apartment district) in the Land Use Bylaw.

Rationale

The guidelines provide an alternative, adult-oriented built form to the walk-up apartment in order to promote a variety of lifestyles and tenure, in accordance with Policy 4 of this Plan. These guidelines would be adopted through any future redistricting to DC5 (site Specific Development Control District).

4.2.2 Redevelopment Guideline No. 2

Area of Application

Portion of the area, between 108 Street and the CPR railway right-of-way, designated IM (medium industrial district), IH (heavy industrial district) and DC5 (Site Specific Development Control District) in the Land Use Bylaw.

Rationale

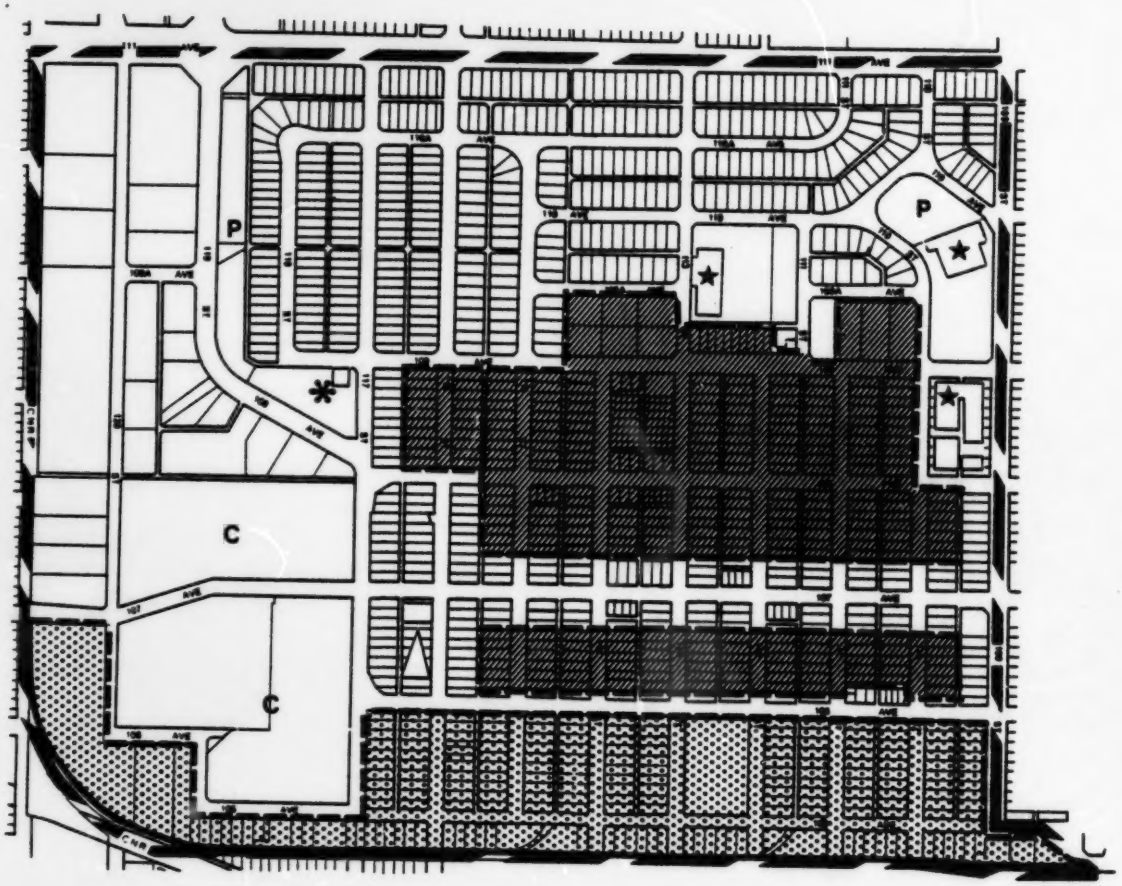
The guidelines provide for the long term potential for a mix of residential and commercial uses, where conditions are warranted in accordance with Policy 12 of this Plan. Major constraints to this long term potential are discussed in Section 3.4 of this Plan. They deal basically with the uncertainty of major land use and transportation changes within and abutting this area. According to this guideline, the Planning Department will prepare a special Planning Study upon the approval of final land use districts and development rights on the CN lands.

MAP 8

QUEEN MARY PARK

AREA REDEVELOPMENT PLAN

REDEVELOPMENT GUIDELINE AREAS



REDEVELOPMENT GUIDELINE NO. 1
REDEVELOPMENT GUIDELINE NO. 2

C CEMETERY
★ SCHOOLS
P PARK
✱ COMMUNITY LEAGUE

N